

Rpt. C.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

5 OCT 1932
WRECK BAY
No. 173-1

Index. No. 33621
(For London Office only.)

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having POOP, BR. + FOLE.

Port of Survey Cardiff.

Date of Survey 3rd Oct. 1932.

Name of Surveyor Robt. Sheehan.

Particulars of Classification +100A1.

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<u>"SEA RAMBLER."</u>	<u>British Dover.</u>	<u>149165.</u>	<u>2327.</u>	<u>1930. 8 Mo.</u>
Moulded Dimensions: Length	<u>290.0</u>	Breadth <u>42.83</u>	Depth <u>20.83</u>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth			<u>4919</u>	tons
Coefficient of fineness for use with Tables	<u>783</u>			

Depth for Freeboard (D)
Moulded depth ... <u>20.83</u>
Springer plate ... <u>(.34")</u> <u>.028</u>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ <u>✓</u>
Depth for Freeboard (D) = <u>20.87</u>

Depth correction
(a) Where D is greater than Table depth (D-Table depth) R = <u>(20.87-19.33) 2.231 = +3.44</u>
(b) Where D is less than Table depth (if allowed) (Table depth-D) R =
If restricted by superstructures

Round of Beam correction
Moulded Breadth (B) <u>42.83</u>
Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>10.28</u>
Ship's Round of Beam = <u>10.25</u>
Difference <u>.03</u>
Restricted to
Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <u>$\frac{.03}{4} \left(1 - \frac{.4065}{.5935} \right) = \text{NIL}$</u>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<u>26.62</u>	<u>26.62</u>	<u>7.6 x 2 1/2</u>		<u>26.62</u>
" overhang ...	<u>✓</u>		<u>Wood Shilly.</u>		
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<u>66.00</u>	<u>66.00</u>	<u>7.6</u>		<u>66.00</u>
" overhang aft ...	<u>2.50</u>	<u>1.87</u>			<u>1.87</u>
" overhang forward ...					
F'cle enclosed ...	<u>23.37</u>	<u>23.37</u>	<u>7.6</u>		<u>23.37</u>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<u>118.49</u>	<u>117.86</u>			<u>117.86</u>

Standard Height of Superstructure <u>6.40</u>
" " R.Q.D. <u>✓</u>
Deduction for complete superstructure <u>34.67</u>
Percentage covered $\frac{S}{L} =$ <u>40.86</u>
" " $\frac{S_1}{L} =$ <u>40.65</u>
" " $\frac{E}{L} =$ <u>40.65</u>
Percentage from Table, Line A. (corrected for absence of forecastle (if required))
Percentage from Table, Line B. <u>28.05</u> (corrected for absence of forecastle (if required))
Interpolation for bridge less than 2L (if required) <u>✓</u>
Deduction = <u>34.67 x .2805 = -9.72</u>

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>39.00</u>	<u>1</u>		<u>39.00</u>	<u>42.0</u>	<u>42.00</u>	<u>1</u>		<u>42.00</u>
1/4 L from A.P. ...	<u>17.35</u>	<u>4</u>		<u>69.40</u>	<u>21.52</u>	<u>21.52</u>	<u>4</u>		<u>86.08</u>
1/2 L " ...	<u>4.29</u>	<u>2</u>		<u>8.58</u>	<u>5.38</u>	<u>5.38</u>	<u>2</u>		<u>10.76</u>
Amidships ...	<u>-</u>	<u>4</u>		<u>-</u>	<u>-</u>	<u>-</u>	<u>4</u>		<u>-</u>
3/4 L from F.P. ...	<u>8.58</u>	<u>2</u>		<u>17.16</u>	<u>10.66</u>	<u>10.66</u>	<u>2</u>		<u>21.32</u>
1/4 L " ...	<u>34.71</u>	<u>4</u>		<u>138.84</u>	<u>42.66</u>	<u>42.66</u>	<u>4</u>		<u>170.64</u>
F.P. ...	<u>78.00</u>	<u>1</u>		<u>78.00</u>	<u>84.0</u>	<u>84.00</u>	<u>1</u>		<u>84.00</u>
Total ...				<u>350.98</u>					<u>414.80</u>

Mean actual sheer aft = <u>Excess</u>
Mean standard sheer aft
Mean actual sheer forward = <u>Excess</u>
Mean standard sheer forward
Length of enclosed superstructure forward of amidships = <u>.103</u>
" " aft of " = <u>.123</u>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) =$ $\frac{63.82}{18} \left(\frac{75-.2043}{.5935} \right) = -1.93$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.
Depth to Freeboard Deck = <u>20.87</u>
Summer freeboard = <u>3.00</u>
Moulded draught (d) = <u>17.87</u>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>4.47 x 4 1/2</u>
Addition for Winter North Atlantic Freeboard (if required) = <u>2</u>

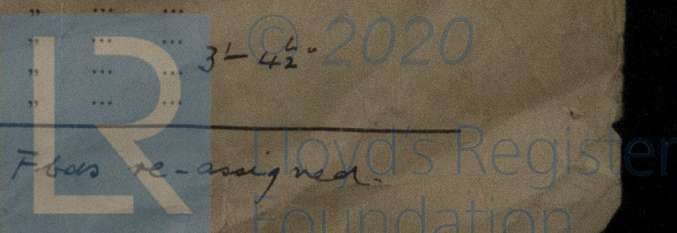
Deduction for Fresh Water.
Displacement in salt water at summer load water line
$\Delta =$ <u>4996</u>
Tons per inch immersion at summer load water line
T = <u>25.48</u>
Deduction = $\frac{\Delta}{40 T}$ inches = <u>4.9 = 5</u>

TABULAR FREEBOARD corrected for Flush Deck (if required)
Correction for coefficient <u>783+68</u> <u>1.36</u> <u>1.463</u> <u>1.36</u>
Depth Correction ... <u>3.44</u>
Deduction for superstructures ... <u>9.72</u>
Sheer correction ... <u>1.93</u>
Round of Beam correction ...
Correction for Thickness of Deck amidships
Other corrections, scantlings, etc. ...
<u>3.44</u> <u>11.65</u> <u>-8.21</u>
Summer Freeboard = <u>35.90</u>


SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:- 3'-0"

Tropical Fresh Water Line above Centre of Disc ...	Tropical Fresh Water Freeboard ...
Fresh Water Line " " ...	Fresh Water " " ...
Tropical Line " " ...	Tropical " " ...
Winter Line below " " ... <u>4 1/2</u>	Winter " " ... <u>3'-4 1/2</u>
Winter North Atlantic Line " " ...	Winter North Atlantic " " ...

11463-0219(1/2) 1906 Fibers re-assigned



PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
FBD, DK.					SUP. DKS.				
Description of Hatchway	No. 1.	No. 2.	No. 3.	No. 4.	ON FELE.	ON BR.	ON POOP.		
Dimensions of Hatchway	32' x 30' x 21'	32' x 30'	30' x 30'	28' x 30' x 21'	2-3' x 2-0"	3-6' x 3-4"	2-7' x 2-3"		
COAMINGS	Height above Deck ... 3'-7" Thickness44" Stiffeners ... 7 x 3 x .50 3P. 3S. Brackets, Stays ... 3P. 3S.	As. No. 1. 3P. 3S.	As. No. 1. 2P. 2S.	As. No. 1. 2P. 2S.	24" .44" .44" ✓	30" .44" .44" ✓	18" .44" .44" ✓		
HATCH BEAMS	Number ... 5. Spacing ... 5'-4" Scantling and Sketch  Bearing Surface ... 3 1/2'	5. 5'-4" 24" x .40 6 x 3 1/2 x .50 3 1/2'	5. 5'-4" 23" x .40 6 x 3 1/2 x .50 3 1/2'	4 5'-7 1/4" 24" x .40 6 x 3 1/2 x .50 3 1/2'	None.	None.	None.		
FORE AND AFTERS	Number ... Spacing ... Unsupported Lengths ... Scantling* and Sketch ... Bearing Surface ...	None.	None.	None.	None.	None.	None.	None.	
HATCH COVERS	Material ... W.P. Thickness ... 3" How fitted ... 2 + a. Bearing Surface ... 3 1/2' x 6' x 12 1/2'	W.P. 3" 2 + a. 3 1/2' x 6' x 12 1/2'	W.P. 3" 2 + a. 3 1/2' x 6' x 12 1/2'	W.P. 3" 2 + a. 3 1/2' x 6' x 12 1/2'	W.P. 3" 2 + a. 2 1/2'	W.P. 3" 2 + a. 3"	W.P. 3" 2 + a. 2 1/2'		
Spacing of Cleats	15'	15'	15'	15'	16'	24'	18'		
Number of Tarpaulins	2	2	2	2	2	2.	2		
*Are wood fore and afters steel shod at all bearing surfaces? No fore and afters. Are battens and wedges efficient and in good condition? Yes. Are tarpaulins in good condition and in accordance with rule requirements? Yes. Are lashings provided in accordance with rule requirements? Yes.									

Particulars of fiddley, funnel and ventilator coamings:—

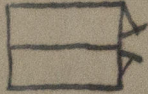
Stokehold gratings covered by strong steel covers, hinged. ✓
Fidley, funnel and Ventilator Coamings in efficient Condition
Engine Skylight of Steel Strongly Constructed. ✓

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways:—

Companion on Poop of Steel 6'-0" x 5'-3" x 6'-6" high, leading to account.
Two doors of Teak 1 1/2" thick operated both Sides. Sill 13" ✓



Particulars of Ventilators in exposed positions on freeboard and superstructure decks :—

1. Vent. on Fore 6" dia. Coaming 36" x 35" 1/2 Fore hold. ✓
 1. " " 15" " 36" x 37 " " hold. ✓
 2. Vents. in Winch Dr. forward Well. 15" dia. Coaming 36" x 37 1/2 hold. ✓
 1. Vent. in Fore Well 15" dia. Coaming 36" x 37 1/2 hold. ✓
 2. Vents. on Dr. Dr. 10" " " " " " Dr. ✓

2. Vents. on Wmch. Stk. Aft Well 15' dia. Coaming 36" x 37" to hold. -
 1. Vent. Aft Well 15' dia. Coaming 36" x 37" to hold. -
 1. " on Scop. 15' " " 36" x 37" " " -
 1. " " 10' " " 36" x 37" to tunnel. -
 7. Vents. " 7' " " 30" x 37" to Accommod. -

All Ventilators constructed in accordance with Rule require
and Coamings closed with wood plugs and Canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

- | Positions of freeboard, raised quarter, or superstructure decks:— | | | | | |
|---|----|-------------|-------------------|------------------------------|---|
| On Deck. | 1. | W. air pipe | 9" high to mouth, | 2 1/2" dia. from P. P. Tank. | — |
| " " | 1. | " " | 12" " | 2" " " " D.B. Tank. | — |
| Fore Well. | 2. | " " | 36" " | 2" " " " " | — |
| Aft. Well. | 2. | " " | 36" " | 2" " " " " | — |
| On Poop. | 1. | " " | 9" " | 3" " " " A.P. Tank. | — |

In Bridge 3 W. air pipes 9.45. 2" dia. led through
Dr. Sides 5'-6" above Hb. 176.

All air pipes closed with wood plugs, except
those leading through Bridge Sides overboard. ✓

Particulars of Gangway Cargo and Coaling Ports:—

None.

Particulars of Scuppers and Sanitary Discharge Pipes :—

3. Onboard Scuppers in After Well P.T.S. ✓
 2. " " Fore " " ✓
 2. " " Bridge, P.T.S. closed with wood plugs at inner end. ✓
 2. Sanitary discharges Sbd. through Star. Side. Storm V. to each at outer end. ✓

Particulars of Side Scuttles:—

Fitted in Pops only, provided with deadlights, & all of Substantial Construction. ✓

Particulars of Guard Rails :—

Efficient steel bulkheads fitted at Sides of Ice Wk. 3'-6" high.
Guard rails on Sides and end of Ice Wells. Ends of Bulkhead, and end
of Ice. 3'-6" high, 3 rails, stanchions 4'-6" apart crs.

Particulars of Gangways, Lifelines, etc. :—

Provision is made for fitting lifelines P.H.S. in accordance with regulations. -

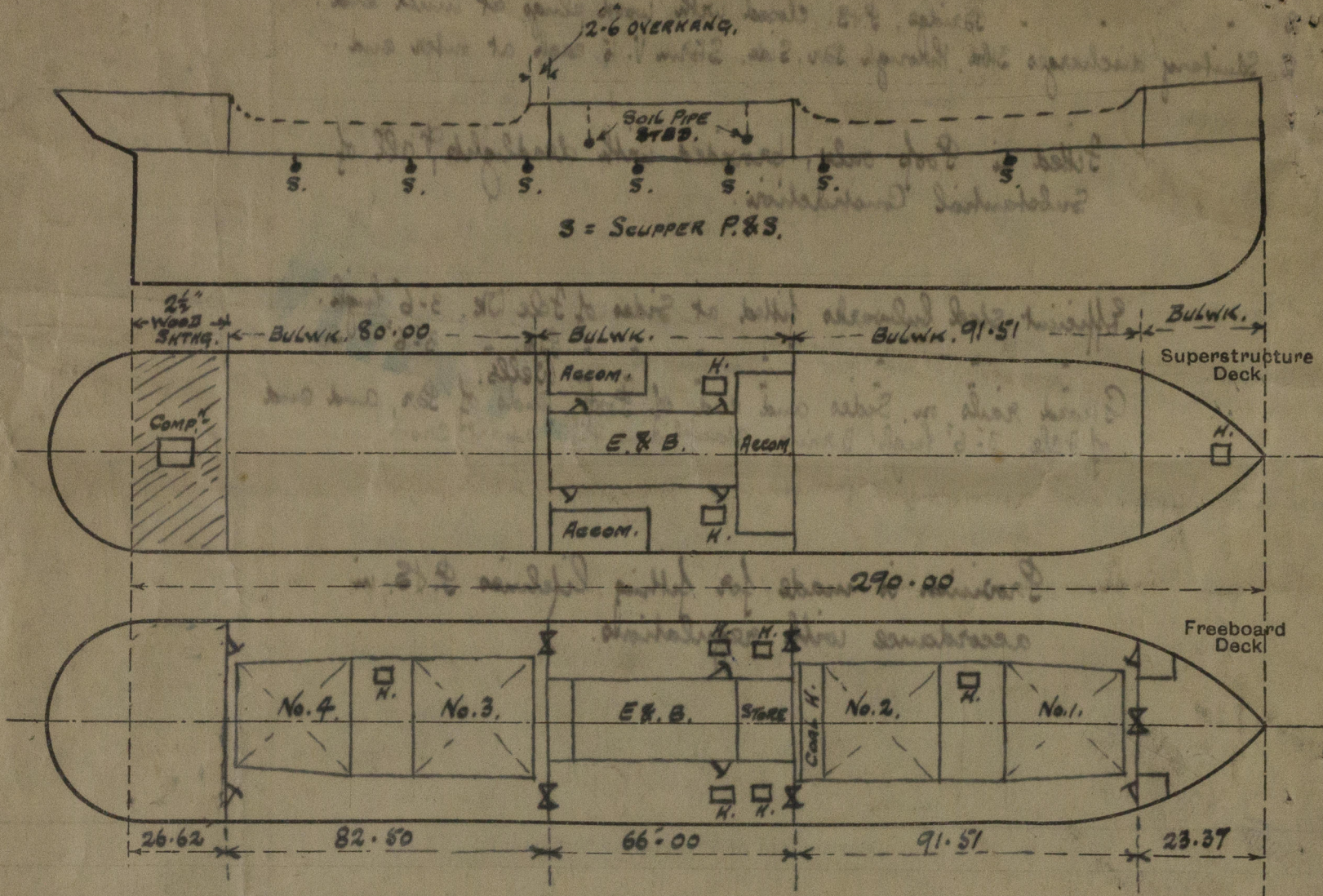
Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well ...	80.00	4'-0"	1. 22'-3" x 9' 1. 16'-7" x 9'	2.	29.12	16.0
Forward Well ...	91.51	4'-0"	1. 22'-6" x 9' 1. 20'-0" x 9'	2.	31.50	18.3
<p>State position of each freeing port ... After Well:—</p> <p>(F. and A. position and height above deck edge) ... Forward Well:—</p> <p>State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—</p> <p>Additional area where sheer is less than standard.</p>						

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	18" x 40	.37	5 x 3 x .37 Ang	30"	Lugs each end.	1 P. 15. dwd. 4-8" x 2-6"	18"	✓
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead	None	.30	3 x 2 1/2 x .30 Ang + 2 ft. flanges 3"	27"	None.	1 P. 15. 4-6" x 3-4"	18"	✓
Bridge, Forward Bulkhead	27" x 40	.37	8 x 3 x 1/2 1/2	30"	Lugs each end	1 P. 15. 4-1" x 2-7"	32"	✓
Forecastle Bulkhead	None.	.30	3" flanged plb.	30"	None.	1. 4-6" x 3-3" 1 P. 15. dwd. 4-9" x 2-0"	18"	✓
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks	18" x 40	.35	3 x 2 1/2 x .30 T	30"	Plk. at top.	2 P. 15. dwd. 4-8" x 2-4"	18"	7'-6"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	18" x 40	.35	" " " "	"	✓	1 P. 15. dwd. 4-8" x 2-4"	18"	24.5 ft. higher
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	Steel hinged doors worked both Sides. ✓
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead	3" Weather boards full height in rivet ^d Chans. ✓
Bridge, Forward Bulkhead	Steel plates connected to Shd. plating with through bolts 5" ccs. 3/4" dia. ✓
Forecastle Bulkhead	Steel hinged doors worked both Sides, and 3" weather boards full height in rivet ^d chans.
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks	Steel hinged doors worked both Sides. ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	" " " " " " ✓
Deckhouses on Flush Deck Ships ...	

Sea Rambler

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



State any special features in the construction of the ship:—

1 hatch on forward and after winch decks.

3-9 x 2-0
31" high.
Covers W.P. 3" J.H.
Plates 2 1/2"
Cleats 2 1/4"
2 Tarps.

Coal Shoot on Casings Top.

13-0 x 6-0
Covers 9 x 3 1/2 J.
Covers W.P. 3" J.H.
Plates 3"
Cleats 1 1/2"
2 Tarps.

In Br. on 1st. Dr.

2 hatchways P.B.

3-10 x 3-2
Covers 9 x 3 1/2 J.
Covers W.P. 3" Ath.
Plates 2 1/2"
Cleats 2 1/4"
2 Tarps.

Coaling Hatchway at After part

of No. 2 hatchway. (Extension of No. 2) to B. Br.
5-0 x 30-0 incorporated with
No. 2 hatchway. Scantlings same
as given for No. 2.

D.W. 3300 Tons @ 17-2 1/2
" 3500 " " 17-10
" 3700 " " 18-5 1/2
" 3900 " " 19-1 1/2

Tons per inch 25.30 @ 17-0
" " 25.48 " 18-0
" " 25.64 " 19-0

2 1/2" Wood Sheathing on Pook only.

This vessel was measured afloat.

Builder's name and yard number.

Names of sister ships "Sea Venture"

Owners Dover Navigation Co. Ltd.

Fee £ 10 : 4 : 0

Received by me



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